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SECURITY INFORMATION

50X1 REPORT

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COUNTRY Czechoslovakia

DATE DISTR. 31 Aug. 53.

SUBJECT Ground Control Signals and Landing and  
Take-off Systems 50X1

NO. OF PAGES 2

PLACE  
ACQUIREDNO. OF ENCLS. 4  
(LISTED BELOW)DATE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

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1. The ground control signals Encl. A were in use at all fields in Czechoslovakia, although they were mainly devised for use at fields lacking radio facilities. All flying training schools and air regiments began using this system of ground markers during the Summer of 1952. Training fields usually had a maximum of 15 aircraft of the Messerschmitt and IL-10 type. Aeroclub members in C-104, C-106, ZLIN-22 and ZLIN-26 type light aircraft. The last time this system in use was at the airfield in Brno in March 1953.
2. The markers and flags, etc. Encls. B, C, and D were set up by the students when they entered the field in the early morning. The setting-up period usually took from 25 to 30 minutes but sometimes lasted as long as an hour, depending on the number of personnel involved. The markers were not changed with the wind shifts unless the cross wind was very strong. Regularly scheduled airlines, making landings at fields where flying training was in progress, usually had radio contact with the field and had to request that the flying area be cleared of all training aircraft before attempting a landing. In cases where the area, laid out as a landing area, did not suit the commercial pilot, or was not long enough, he could land "Cross T" if he so desired. This was not allowed for aircraft not having radio contact.

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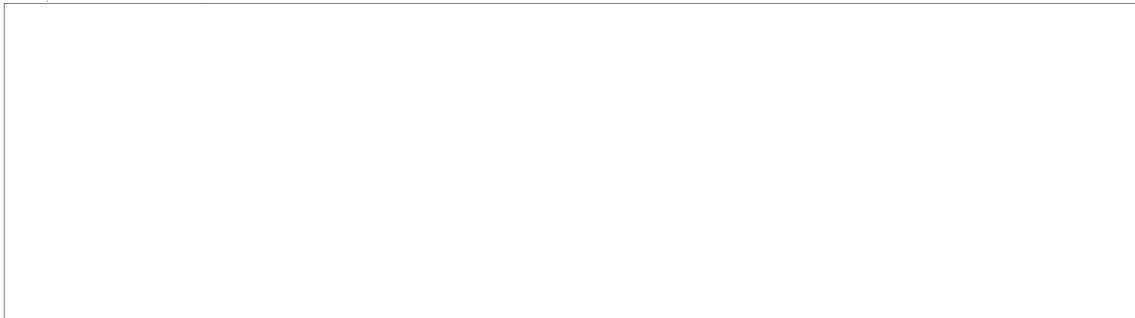
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3. Czechoslovak military and civilian pilots disliked this system because of the waste of time involved in setting up the equipment. They believed it to be an outmoded and backward system which did more to hinder than to help aviation. Persons conforming to Communist ideologies, and true Party members, praised this new system and its use mainly because it was of Russian origin.

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